

Allowable Subject Matter

1. Claims 1-10, 12-22 and 25-28 are allowed.
2. Since allowable subject matter has been indicated, applicant is encouraged to submit formal drawings in response to this Office Action. The early submission of formal drawings will permit the Office to review the drawings for acceptability and to resolve any informalities remaining therein before the application is passed to issue. This will avoid possible delays in the issue process.
3. The following is an examiner's statement of reasons for allowance. None of the prior art of record either individually or in combination teach the following:
 - wherein the railway terminal management system pulls up the record corresponding to the trailer to be transported when the trailer arrives at the terminal and modifies the record to reflect the trailer's transportation status.
 - wherein each terminal management system tracks arrivals and departures of the trailers from each railway terminal and modifies the information stored in the data storage system as a function of said arrivals and departures.
 - means for transferring information about trailers being transported from and to the railway terminals through the network interface to the computer system of the railway terminal;

The present invention discloses a trailer transport system for tracking trains having a plurality of rail cars, wherein each rail car can transport a trailer. The first

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allowable feature of wherein the railway terminal management system pulls up the record corresponding to the trailer to be transported when the trailer arrives at the terminal and modifies the record to reflect the trailer's transportation status is not disclosed by any prior art reference. The closest prior art, Keillor et al (US 5,917,433) shows an asset monitoring system and associated method which includes an asset monitor for providing a remotely located central station with information relating to a container, such as a trailer, both during tethered periods in which the energy storage reservoir of the asset monitor is electrically connected to an external power source, such as the electrical system of a tractor or truck, and during untethered periods in which the energy storage reservoir of the asset monitor is electrically untethered or disconnected from the external power source. The next closest prior art, Klanke (US 6,313,791) discloses an automotive GPS control system where a GPS receiver cooperative with a CPU having a memory enables inputting of data defining an electronic fence, i.e., a set of locations or a region where the vehicle is permitted to be operated. In this case, the electronic fence may be cooperative with a set of permitted driving instructions defining a delivery pathway for a set of stops, there being one or more delivery paths, which in conjunction with a clock, enables the vehicle to make delivery trips of a different nature at different times. The next closest prior art, Borland's Paradox for Window's User's Guide, discloses exemplary relational database systems that can be incorporated into transport systems. The next closest prior art, Nijenhuis (PCT/NL98/00128) discloses a container transport system that includes a terminal with a loading pad. Newly cited art, Fukawa et al (US 5,390,880), discloses monitoring the

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train movements, and when trains arrive and depart at different stations, train details are recorded and updated. The next newly cited art, Willetts (US 4,385,857) discloses an interchange parking lot, which demonstrates the same features as the railway terminal of the present invention. However, Keillor et al, Klanke, Borland's Paradox for Window's User's Guide, Nijenhuis, Fukawa et al and Willetts all fail to disclose the feature of wherein the railway terminal management system pulls up the record corresponding to the trailer to be transported when the trailer arrives at the terminal and modifies the record to reflect the trailer's transportation status. This distinct feature has been added to independent claim 1, and renders it and all claims that depend from it (claims 1-10) allowable.

The second allowable feature of wherein each terminal management system tracks arrivals and departures of the trailers from each railway terminal and modifies the information stored in the data storage system as a function of said arrivals and departures is not disclosed by any prior art reference. The closest prior art, Keillor et al (US 5,917,433) shows an asset monitoring system and associated method which includes an asset monitor for providing a remotely located central station with information relating to a container, such as a trailer, both during tethered periods in which the energy storage reservoir of the asset monitor is electrically connected to an external power source, such as the electrical system of a tractor or truck, and during untethered periods in which the energy storage reservoir of the asset monitor is electrically untethered or disconnected from the external power source. The next closest prior art, Klanke (US 6,313,791) discloses an automotive GPS control system

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where a GPS receiver cooperative with a CPU having a memory enables inputting of data defining an electronic fence, i.e., a set of locations or a region where the vehicle is permitted to be operated. In this case, the electronic fence may be cooperative with a set of permitted driving instructions defining a delivery pathway for a set of stops, there being one or more delivery paths, which in conjunction with a clock, enables the vehicle to make delivery trips of a different nature at different times. The next closest prior art, Borland's Paradox for Window's User's Guide, discloses exemplary relational database systems that can be incorporated into transport systems. The next closest prior art, Nijenhuis (PCT/NL98/00128) discloses a container transport system that includes a terminal with a loading pad. Newly cited art, Fukawa et al (US 5,390,880), discloses monitoring the train movements, and when trains arrive and depart at different stations, train details are recorded and updated. The next newly cited art, Willetts (US 4,385,857) discloses an interchange parking lot, which demonstrates the same features as the railway terminal of the present invention. However, Keillor et al, Klanke, Borland's Paradox for Window's User's Guide, Nijenhuis, Fukawa et al and Willetts all fail to disclose the feature of wherein each terminal management system tracks arrivals and departures of the trailers from each railway terminal and modifies the information stored in the data storage system as a function of said arrivals and departures. This distinct feature has been added to independent claims 12 and 16, and renders them and all claims that depend from them (claims 13-15 and 17-22) allowable.

The third allowable feature of means for transferring information about trailers being transported from and to the railway terminals through the network interface to the

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computer system of the railway terminal is not disclosed by any prior art reference. The closest prior art, Keillor et al (US 5,917,433) shows an asset monitoring system and associated method which includes an asset monitor for providing a remotely located central station with information relating to a container, such as a trailer, both during tethered periods in which the energy storage reservoir of the asset monitor is electrically connected to an external power source, such as the electrical system of a tractor or truck, and during untethered periods in which the energy storage reservoir of the asset monitor is electrically untethered or disconnected from the external power source. The next closest prior art, Klanke (US 6,313,791) discloses an automotive GPS control system where a GPS receiver cooperative with a CPU having a memory enables inputting of data defining an electronic fence, i.e., a set of locations or a region where the vehicle is permitted to be operated. In this case, the electronic fence may be cooperative with a set of permitted driving instructions defining a delivery pathway for a set of stops, there being one or more delivery paths, which in conjunction with a clock, enables the vehicle to make delivery trips of a different nature at different times. The next closest prior art, Borland's Paradox for Window's User's Guide, discloses exemplary relational database systems that can be incorporated into transport systems. The next closest prior art, Nijenhuis (PCT/NL98/00128) discloses a container transport system that includes a terminal with a loading pad. Newly cited art, Fukawa et al (US 5,390,880), discloses monitoring the train movements, and when trains arrive and depart at different stations, train details are recorded and updated. The next newly cited art, Willetts (US 4,385,857) discloses an interchange parking lot, which

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demonstrates the same features as the railway terminal of the present invention.

However, Keillor et al, Klanke, Borland's Paradox for Window's User's Guide, Nijenhuis, Fukawa et al and Willetts all fail to disclose the feature of means for transferring information about trailers being transported from and to the railway terminals through the network interface to the computer system of the railway terminal. This distinct feature has been added to independent claim 26 and renders it and all claims that depend from it (claims 27-28) allowable.

Any comments considered necessary by applicant must be submitted no later than the payment of the issue fee and, to avoid processing delays, should preferably accompany the issue fee. Such submissions should be clearly labeled "Comments on Statement of Reasons for Allowance."

Conclusion

3. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Akiba K Robinson-Boyce whose telephone number is 571-272-6734. The examiner can normally be reached on Monday-Friday 9am-5:30pm.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, John Hayes can be reached on 571-272-6708. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the

•Patent Application Information Retrieval (PAIR) system, Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status

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information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

Any inquiry of a general nature or relating to the status of this application or proceeding should be directed to the receptionist whose telephone number is 703-305-3900.

A. R. B.
April 20, 2010

/Akiba K Robinson-Boyce/
Primary Examiner, Art Unit 3628